

JANUARY • 1948

The INTERNATIONAL TEAMSTER



Official Magazine

THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS • CHAUFFEURS • WAREHOUSEMEN & HELPERS OF AMERICA

Politics Inspire Attacks of Columnists

By DANIEL J. TOBIN

OF COURSE, if you expect to be anything in this great world of ours, especially in the labor movement, you must take the KICKS as well as the PATS ON THE BACK.

I receive many inquiries from our readers wondering why only the labor men who were close to Roosevelt are smeared by certain writers.

ANSWER: Politics, my boy, capitalistic, Wall Street politics.

Yes, it is noticeable that only the outstanding Roosevelt leaders receive most of the kicks from an unfriendly press and from a few columnists who are perhaps under contract to nail Roosevelt, his family and his friends to the cross whenever they get an opportunity.

If an organization or a nation loses the attention of the public because of the failure of the public to know or to hear anything about them, due to the inability of their leaders to keep that organization or institution before the masses of the people, then that organization or institution or nation is on its way downward.

Nations and organizations and institutions must either go backward or forward. There is no such thing as a static position, especially for labor.

Consequently, don't be irritated or confused or ready to write a scorching letter to someone when you see something written about your organization or about your leaders which you know is a deliberate, wilful lie.

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INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XLV

JANUARY, 1948

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Membership Passes Million!

Teamsters Start Greatest Year with 1,062,000 Members

By DANIEL J. TOBIN

I AM HAPPY to report, at the beginning of this New Year, that we have reached the highest membership in the history of the International. December was an especially large month. We received per capita tax for 1,026,000 paid-up members and we had new initiations of about 36,000. This means a total paid-up membership for the month of December of 1,062,000.

Of course, this is not the actual membership because next month we may go backward, but not very much. This year we expect to average one million per month or more. It depends on business holding up, and we expect it will.

Since the passage of the Taft-Hartley Act, which we despise and detest and believe to be the greatest injustice ever perpetrated on the workers, we have increased our membership by about 75,000 to 100,000 new members.

This is not due to the good qualities of the Taft-Hartley Act by any means—it is due to its contemptible, coercive provisions.

The passage of this bill has so thoroughly aroused the workers to the necessity of intensive organization for their protection that it has added this many new members to our International Union.

There is another side to the question, too, which should be referred to here. A great many of those workers have been anxious to join the Teamsters' Union, believing that we can be of greater help to them than any other group or union.

As a matter of fact, we are refusing membership in many instances where

it does not even in a remote sense come under our jurisdiction.

Some few we had to admit to membership, although not strictly in accordance with our jurisdiction. Otherwise they were ready to affiliate with the CIO, and the CIO could be dangerous to ourselves and our employers because by having a few inside workers they could tie up our trucks under some pretense or another.

We cannot afford to have our employers, our real honest business houses or our membership tied up by the actions of some "would-be radicals," who have lately come into the labor movement and who are not members of the American Federation of Labor.

We have also been compelled to refuse to admit to membership several groups in the trade union movement. This, to many of our readers who want to affiliate with us, will appear strange and some may doubt our statement, but there is now a group of about 5,000 members in a certain organization and they have made overtures to us for membership and for affiliation.

We know they are good union men but we cannot and will not take them now because they are entirely away from our work and they are a trade or a calling in themselves and they have done great things for their membership, but, again, they use the argument that the Teamsters are the only ones that can be of substantial help to them.

We, however, cannot take them under our laws and our rules and we know that they will not join a dual or seceding organization outside of the AFL.

We report this wonderful progress to our general membership at the beginning of the New Year to let them know just what we are doing and how our organization is growing and the confidence and respect that there is for our International Union throughout the organized labor movement of America. This regardless of the fact that some poisoned pens would like to tell our general membership something that is not true, which is entirely disproved by our standing in the labor movement, by the conditions we are bringing about for our membership and by the whole history of our International Union which was so unanimously and sincerely approved by the convention recently held in San Francisco, with nearly 2,000 delegates attending from every section of the United States and Canada.

When I was once making a trip across the water as a special representative of the President of the United States, carrying important papers to the leading men in England, I asked the President:

"How about this representative of a certain government—what am I going to do about meeting him and what am I going to say to him?"

The President said:

"Dan, ignore him, that is the greatest punishment you can inflict on anybody that believes they are somebody, that we know are nobody."

So when there is somebody in your district or some individual raking you over through spite and venom, if you

want to really hurt them, ignore them. You honor them and make them feel they are somebody if you endeavor to recognize them.

Remember that the price you pay for greatness is to obtain the criticism of some who never have a good word to say for anybody.

Sam Gompers once said to me in the executive council of the federation, of which I was treasurer:

"Remember, Mr. Treasurer, when they stop talking about Gompers, then Gompers might as well understand he has passed out of the picture that has been his glory during his whole life, the picture of labor which has glorified and revered him all his life."

I never forgot that statement. Another statement made by Jim Duncan, who was first vice-president of the American Federation of Labor and a great labor leader for 40 years, president of the Granite Cutters, a fighting Scotchman with a great mind, who said:

"No matter what they say about us, we are all right as long as they talk or write of us or about us, because then the labor movement and our union is called to the attention of the public through the columns of the press."

The President of the United States, Sam Gompers and Jim Duncan are gone but their names and their works will live in history and as the years roll on their names will shine brighter in the story of labor and in the history of our country.

Business Feather-bedding Gyps Home Buyers

The president of a non-union construction company recently told a congressional committee that "feather-bedding" by supply companies is adding 50 per cent to the cost of homes.

Houses that could be sold for \$5,000 cost \$7,500 because trade associations

of middle men prevent a contractor from buying direct from the manufacturer.

Inasmuch as the business man runs a non-union operation, he cannot very consistently be accused of protecting the unions.

Letters Thank Union for Help

War Department Cites Charleston Local for Reserve Unit

THREE letters commending this union for its cooperation in civic affairs have been received at International headquarters. They came from the War Department, the Citizens' Food Committee and the Warner motion picture enterprise.

They are pictured on the opposite page.

The letter from the Citizens' Food Committee signed by Chairman Charles Luckman speaks for itself.

The Warner letter, signed by H. M. Warner, national chairman of the committee sponsoring the Friendship Train, commended the cooperation given by the International in assembling large quantities of food to be sent to the hungry people of Europe as a gift from the American people.

"Your active participation aided substantially in turning an altruistic idea into a magnificent expression of American spirit," wrote Mr. Warner.

The War Department letter, signed by Lieut. Gen. R. A. Wheeler, chief of engineers, thanked the International for its support in developing the Organized Reserve, which will include transportation units prepared to operate instantly with expert union drivers in case of war.

An article in the August issue of THE INTERNATIONAL TEAMSTER outlined the plans of the War Department and recommended that Teamsters enlist in the transport battalions being organized.

Lieut. Gen. Wheeler's letter commended Local No. 175 of Charleston, W. Va.

Local No. 175 is sponsoring a light equipment company for the army engineers with the Charleston local of the Operating Engineers.

Local No. 697 of Wheeling may sponsor a dump truck company and Local No. 728 of Atlanta is interested in doing likewise, the general said.

In his letter to the International, he said:

"Our state of preparedness depends on the success of this program. In World War II the army depended largely upon the reserve, particularly during the mobilization period. In any future emergency, the possibility of having time available for mobilization grows more remote with each advance of science.

"The only means of adequate national security is through units such as the one sponsored by Local No. 175. The members of the local unions have made a valuable contribution in assuming this obligation and I am also sending them a letter of appreciation. We hope, if you feel that it is appropriate, you will consider placing notices of the affiliation program in your publication together with a report of the action taken by Local No. 175.

"I feel that a successful affiliation program is of vital importance to the safety of our country and I want to express my appreciation of the active participation by these locals of the International Brotherhood of Teamsters. I hope other locals will soon follow this lead."

Time, Life and Fortune magazines say workers should stop leaning on the government and quit asking for social security handouts. *Time, Life and Fortune* are the magazines whose cut-rate mailing privileges account for 10 per cent of what Uncle Sam loses on his postoffice operations.—*The Indianapolis Union*.

ADDRESS REPLY TO:
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WAR DEPARTMENT
WASHINGTON 25, D. C.

REFER TO FILE NO. EX-100

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OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON 25, D. C.

947

Warner Bros. Pictures, Inc.
WEST COAST STUDIOS
BURBANK, CALIF.

OFFICE OF PRESIDENT

November 28, 1947

CITIZENS FOOD COMMITTEE
EXECUTIVE OFFICE OF THE PRESIDENT
WASHINGTON 25, D. C.

CHARLES LUCKMAN
CHAIRMAN

December 1, 1947

Mr. Dan Tobin
222 E. Michigan St.
Indianapolis, Indiana

Dear Mr. Tobin:

Lebor has made a significant contribution to the voluntary food-saving plan. Your most notable assistance came in the dramatic launching of the Friendship Train early this month. It is cooperation such as yours that has helped us to achieve our goal of 100 million bushels of grain in the short period of two months. We of the Committee want to thank each one of you who had a part in this great crusade against famine.

As for me personally, I am sure that we could not have reached our objective so swiftly and so surely without your unstinted cooperation. The unselfish and public-spirited way in which you have helped this program from the very beginning is assurance that the long-term conservation plan will have the backing it needs to keep grain flowing abroad as long as the need exists.

Sincerely

Charles Luckman

Charles Luckman

CL:FS

Raises in Dues Require Approval

International Must Pass on All Changes in By-Laws

By DANIEL J. TOBIN

LOCAL UNIONS now in many instances have a habit of putting through motions changing in substance the local by-laws. This is thoroughly wrong.

For instance, a local union paying \$2 per month dues which is stated in the by-laws desires to raise the dues to \$2.50. This is a change in the by-laws and it cannot be done by a motion.

The change should be written up and read at a regular meeting and action taken and it must be adopted in at least three meetings of the local union before it becomes effective or legal.

In many instances it requires a two-thirds vote of the members present to make such change.

After that the change should be submitted to the office of the general president of the International Union for approval. If the general president believes in his judgment that the change is not in the best interest of the union he has the right to refuse to approve such change. If it is not approved by the general president it is not legal and to put it into effect after its disapproval by the general president would be an illegal act on the part of the local officers. For such illegal act the local union officers could be placed on trial and suspended from membership, or the general president, in accordance with the constitution, could place a trustee over the affairs of the local union.

In this instance I mention only a change of 50 cents in dues, but for some reason or other individuals having ulterior motives could raise the dues from \$2 to \$5 and this would be a change in the by-laws of the local union. Or they

could raise the initiation fee from \$25 to \$250 or \$500 so that the old timers in the local union could keep out new blood or new members and thereby build a fence around the membership in the local union.

All those are changes in the by-laws which could be contemplated or approved locally and which are not legal unless approved by the International president.

It must be distinctly understood also that no officer of a local union can be elected for a life term. This is illegal and it has been so stated many times by this writer.

In other words, you cannot bind by any act of your union those who follow you as members, for an indefinite period.

I have more than once stated and I repeated it strongly in the convention, that the term of local officers, in my judgment, should not exceed the five-year term for International officers, but local unions have taken advantage of the action of our convention of some years ago where the International Union changed the term of office from three to five years. This last convention has reduce the period to four years after the next convention.

It is entirely different trying to hold an International convention to elect officers than it is to hold local union meetings which can be held at any time without any great expense. However, we are not seriously advising any changes made in the present setup, but our inclination is to discourage long terms for local union officers.

Also, we do not believe in short terms of one year because a man elected to office needs about a year to get acquainted with the nature of his work or to receive proper training for the fulfillment of his duties.

It should also be borne in mind that the Taft-Hartley law we are now living under has quite extensive powers, more than it should have in delving into the affairs of local unions, but we are quite hopeful that this law will not live because of the inclination now on the part of legislators to amend the law and make it more workable. But while it is a law we must observe it.

Local unions must be careful as to every act of theirs from this time on. I fully understand that our local unions and our officers are absolutely law abiding and of the finest kind of citizenship, but sometimes we get one or two impulsive individuals who continue to argue for certain changes within the local union and said changes sometimes lead

the union into trouble. If our enemies can do nothing else they can eternally embarrass us and bankrupt us by continual court cases.

Of course, eventually they gain nothing but they are filled up with the propaganda from the secret paid enemies of labor coming out of the National Association of Manufacturers and other such institutions and the unfortunate, sometimes very ignorant employer, falls for such propaganda and brings about a situation that is detrimental to his business. When his business is gone there isn't much sympathy for him amongst the labor-hating employers who in the main control the National Association of Manufacturers.

It is a pity our big boys in Washington did not realize some two years ago the danger of Communists in our unions and in our country.

We told you so.

We begged our unions to watch for the rats in the corn bin.

Cincinnati Locals Win Strike for Wages

We congratulate our membership in Cincinnati representing two or three local unions, among them the Truck Drivers' Local No. 100, for the substantial increase in wages they have won at the expiration of their agreement.

About 15 of those representatives came to International headquarters to talk to the general president. They went over the whole situation.

It was learned in that conference that those men had observed the laws and the rules and that they had been unsuccessful in reaching an agreement with their employers.

They went out on strike and remained out for four or five days and finally an agreement was reached granting a very fine, substantial increase in wages and a betterment of conditions all around.

The Cincinnati scale was lower than the average scale in surrounding cities. This scale was accepted about two years ago by the representatives themselves and the union members accepted the agreement.

As a matter of fact, the International Union was just informed as to what was going on and had very little, if anything, to do with that previous agreement.

In this last controversy we guaranteed financial aid and assistance to the union officials who visited the headquarters in Indianapolis and we were prepared to pay them unlimited benefits if the strike continued, because the membership was justified in its claims for better wages and better working conditions all around.

Hazardous Driving Weather Here

Safety Committee Reveals Results of Winter Surveys

IN A presentation of facts before the Highway Research Board at Washington on December 3, Professor Ralph A. Moyer of Iowa State College, a national authority on highway engineering and automotive safety, made public a formula for safe winter driving. It is based on thousands of actual tests on snow and ice.

Briefing tips from scientific research of eight winters, the fundamental rules for safe driving under adverse road and weather conditions follow:

1. Get the "feel" of the road on starting out.
2. Adjust speed to weather and road conditions.
3. Slow down well in advance of intersections and curves.
4. Use tire chains when snow or ice prevail.
5. Keep windshield free of snow, ice, fog and frost.
6. Follow vehicles at safer distances. Signal intent of turns or stops.
7. Apply brakes with a gentle pumping action on glare ice.

Prof. Moyer, whom contemporaries have called "a research man who never talks or wets his pen until he has carefully determined the facts," is chairman of the National Safety Council's Committee on Winter Driving Hazards.

The committee, made up of 22 leaders in automotive transportation, traffic engineering, safety education and law enforcement, includes such men as Tom Carmichael, experimental engineer of General Motors Proving Grounds; Fred Lautzenheiser of International Harvester trucks, and H. V. Larson of Four Wheel Drive Auto Co.

Some of the new facts follow: Traffic death rates during winter are 24 to 53 per cent higher than summer in the northern half of the country, and 5 to 33 per cent higher in the southern half.

Major factors producing these higher accident rates are *inadequate traction* and *reduced visibility*. Skidding accidents are more numerous in rural than urban areas. Poor traction is primarily due to snow and ice and, to a lesser extent, to wetness. Bad visibility involves more darkness and snow, frost or steam-covered windshields.

Braking distances increase three to twelve times on snow or ice. The committee found that many drivers place false reliance on traction of "non-skid" tire treads on snow or ice. Tests showed good treads are highly desirable because they do help considerably on wet surfaces, but even new treads offer no advantages on packed snow or ice.

Tests also proved that "rubber chains," which reappeared on the market last year, actually skid farther than bare tires on ice. Many drivers also have misplaced confidence in reducing tire air pressure below normal to provide extra traction on ice. Tests showed there is no safety aid in this reduction, and it wears out tires fast.

Concerning winter equipment for improving traction on snow or ice, tests were made of tire chains and sanders.

Steel tire chains were shown to be most helpful for improving traction on snow or ice. On rear wheels only, they reduced passenger car braking distances by 40 to 50 per cent and provided traction often essential for starting or climbing grades.

On heavy trucks, chains were found even more essential, braking distances being reduced by 60 to 70 per cent with chains on rear wheels. On tractor and trailer equipment, however, chains should be put on the rear wheels of the trailer when used on drive wheels of the tractor.

This helps avoid "jack-knifing" and improves stopping ability of such heavy units. The committee recommended tire chains be carried in all passenger cars and trucks likely to encounter snow-ice conditions, because their use at times is as essential as windshield wipers or other functional equipment.

Regarding sanders, used on some commercial vehicles, committee tests showed their stopping effectiveness limited. While easy to operate, tests showed three of four widely used grits actually increased braking distance on ice.

Even the best grit did not get under tires sufficiently to help more than 5 to 10 per cent when brakes were locked. Maximum aid with sanders was attained by skillful pumping of brakes and gearing down, which reduced distance about 30 per cent. Adequate windshield defrosters, wipers and other visibility equipment are vital, the committee found. You must see, or cease driving.

The committee has distributed a re-

port entitled "Winter Accident Prevention" to all city and state officials, describing better methods for both snow removal and self-help by individual drivers.

It declares experience in snow-belt states shows that realistic winter safety is a dual problem involving both winter road maintenance and insistence that vehicle operators who must drive during severe conditions be properly equipped to get through, and follow fundamental winter driving rules.

Repeated storms, often soon after road clearance, make it apparent that plowing or sanding at all times and all locations is not possible.

Because accidents and traffic tieups seriously delay snow removal operations, several states, after thorough studies of the problem, adopted winter regulations empowering state and local police to stop vehicles unequipped with tire chains during severe snow and ice conditions, until roads have been cleared.

It was found that such policies reduced accidents and traffic tieups. Before such regulations, roads were long tied up by stalled or wrecked vehicles, while those properly equipped were unable to move and snow removal crews were seriously delayed.

New Bookkeeping Equipment Has Been Ordered

Local secretary-treasurers who have ordered the new bookkeeping equipment including cabinets, tables, cards, etc., are asked to have a little patience on the delivery of these items.

The manufacturers of this equipment are working under great pressure from the office of General Secretary-Treasurer John F. English to get these supplies in your hands in sufficient time to set up your accounts for the new year.

Everything possible is being done to

guarantee early delivery. With this in mind, the local secretary-treasurers are asked not to telephone, wire or write the general secretary-treasurer's office, as this would merely create unnecessary, added work for the office, which is already working beyond peak capacity to supply the local unions.

Send in your orders and as soon as supplies are received from the manufacturers they will be forwarded to the local unions.

Warren Article Misinterpreted

Tobin Did Not Endorse Californian for President

By DANIEL J. TOBIN

I HAVE had a good many letters about the article which appeared in last month's journal on the candidacy of Governor Warren of California for the Republican presidential nomination.

Some of the writers had read into the article many interpretations that were not intended. For instance, Governor Warren was not endorsed by the general president of your International Union.

What the general president said in that article was that Governor Warren undoubtedly would receive an enormous percentage of the vote of the working people.

Some writers have stated that undoubtedly I did not understand that Governor Warren was tied up pretty closely with United States Senator Knowland. They are mistaken.

I knew very well that Candidate Knowland was on the same ticket with Governor Warren, which was the Republican ticket, but Governor Warren was endorsed by both parties in the primaries.

Senator Knowland, as a candidate, was not endorsed by the Democratic primaries, and the general president, when writing the article, fully understood how much labor was disappointed in Senator Knowland's actions and votes

on labor matters in the United States Senate since his first election in 1946.

The general president had an opportunity to have dinner with Senator Knowland and several other senators, as well as several labor men, in the Carlton Hotel in Washington shortly before the Taft-Hartley bill was to be voted on.

While Senator Knowland did not commit himself one way or the other, many of us thought that he would go along with labor against the Taft-Hartley bill or at least that after he had voted for the Taft-Hartley bill, he would vote to sustain the President's veto.

He did not cast his vote in either instance for labor and not only voted for the Taft-Hartley bill, but he voted against sustaining the President's veto of that treacherous, unfair labor measure.

He has five years more to serve and he will not be up for re-election until 1952.

To those who are interested, as far as we know, there is no disposition on the part of labor to tie up Warren with Knowland and we repeat what we had said in the previous issue, we don't believe Warren has much chance of getting the Republican nomination.

Congress Should Act on Slum Clearance Now

The slums of our communities with their 20 million denizens, the fertile breeding grounds for crime, sickness and social discontent, are a challenge to the American conscience as well as a

threat to our free institutions. We hope our elected representatives will have the courage and sense of righteousness to do something decisive to meet this challenge, Now!—*St. Louis Labor Tribune.*

Displaced Persons Wield Knives

Blood Flows in Bitter Racial, Religious Riot

NEWS dispatches report a bloody clash between inmates of a displaced persons' camp in Europe. It was a riot between racial and religious groups, each imbued with undying hatred for the other.

We wonder how the Citizens' Committee on Displaced Persons will explain that. This is the committee that has flooded the country with money to induce Congress to suspend the immigration laws to admit 400,000 destitute Europeans from these very camps in defiance of existing quotas.

The Citizens' Committee on Displaced Persons has been telling the nation for a year or more that the displaced persons are fine people, united by a common hatred of Communism.

Now we find that they are vicious characters knifing each other because of racial and religious differences.

That is exactly what we said in these columns some 15 months ago. We said that most Europeans are warped by violent hatreds. We said they would bring to this country those same hatreds and pollute the air of freedom.

Many of the bitterest enemies of Communism are Fascists. And many of the bitterest enemies of Fascism are Communists. Thus the adherent of one form of totalitarianism hides his beliefs in his attacks on the other.

One form of totalitarianism is just as repugnant and as dangerous as the other.

While super patriots are hysterically warning us of Communism, they are secretly promoting Fascism. They are arousing such an unreasoning fear of Communism that anything proposed as

a protection against Communism is accepted.

They are hypnotizing the public mind so that any man hesitates to advance a liberal idea for fear of being branded as a Communist. And under the shroud of anti-Communism, the Ku Klux Klan of Fascism is riding onward.

How dangerous this has become was indicated when a member of Congress declared that the House un-American Committee should not concern itself with Fascism and should continue to expose Communism because there are "so few Fascists" in the United States.

For the gentleman's information, there are probably 50 Fascists for every Communist.

And we are asked to admit still more knife-wielding "anti-Communists" from the dregs of Europe. The displaced persons camps of Europe are infected with Fascism just as they are infected with Communism.

Anybody who tells us that the displaced persons are free of Communism is kidding us. And if he says they are free of Fascism, he is lying to us, knowingly and wilfully.

What the United States needs urgently is more control of immigration, not less. Daily undesirable immigrants are being smuggled into the United States from Mexico. Thousands are coming in while an undermanned border patrol fights vainly to stop the flood.

Under existing world conditions, our immigration laws are too liberal and our enforcement too weak.

The Citizens' Committee on Displaced Persons has boasted that the Congress which meets in January will

pass the Stratton bill to admit 400,000 Europeans. It believes it has spent its money well and spread its propaganda adroitly.

From the record of the present Congress, they may be right. But bad as this Congress has been, it is difficult to believe that it would stupidly open the ports of America to the deadly diseases of racial and religious hatred now running like an epidemic through Europe.

Congress should reduce immigration quotas, if not eliminate immigration entirely until the United States has solved its own domestic crises.

It should appropriate sufficient funds to strengthen the border patrol so that the undesirable, the diseased and the criminals we refuse to admit legally do not slip into this country illegally over the Mexican or Canadian borders.

The other nations of the world are not accepting this riff-raff.

Why should they be permitted to find asylum here and further complicate our housing and other social problems?

If Congress passes the Stratton bill, we will be well on our way toward making the United States a gigantic displaced persons' camp.

Mrs. Astor's Dog Glistens Like a Rainbow

It's a good thing we got rid of price control when we did or we would not have become this kind of a country.

And what kind of a country have we become?

The kind of a country in which a dog has the right to wear four diamond rings and a sapphire necklace!

Time magazine revealed that in its issue of December 15, which carried a picture of Mrs. John Jacob Astor as she appeared at an expensive New York night club with her dog.

Very few women run around with dogs—socially, that is.

And those who do, do not lavish precious jewels on the beast.

But Mrs. John Jacob Astor is evidently a rampant individualist insisting on her sacred right to spend her money as she wishes. And the way she spends it, according to *Time*, is to put a diamond ring on each paw of the mutt and drape his neck with sparkling sapphires.

Not many of the women in America can afford more than one diamond ring,

if they can afford that. Many have already hocked their diamonds for food and clothing as prices move irresistibly higher.

But not Mrs. Astor's dog!

He scratches his ears with jeweled paws and when he shakes himself he shimmers like a rainbow—several rainbows.

No doubt some of our congressmen were thinking of this when they said luxury taxes were too high. They make dog diamonds too expensive. Mrs. Astor must echo those sentiments.

It is regrettable, not that Mrs. Astor spends her money as she does, but that she has any money to spend.

Between the two of them—the beauty and the beast—we pick the beast. He would probably be a pretty dog if he was removed from his present environment.

Of course he is a dumb animal. But what else could he be? We have a feeling, however, that he could teach her something.

Where labor is poorly paid, where exploitation exists, there can be no real prosperity. A prosperity that is enjoyed by only a fraction of the population is certain to mean poverty for the less privileged elements of the community.

—*The Government Standard, Federal AFL Employees.*

To Our Members—Happy New Year

General President Confident of Labor's Future

By DANIEL J. TOBIN

HAPPY NEW YEAR! Again I want to wish all our members and their wives and families a happy and prosperous and contented New Year during the 12 months of 1948. I realize full well that there is a great deal of suffering and discontent and unhappiness among American families.

Our organized members are much better off than the unorganized. The cost of living is going up. The dollar has lost about 35 cents of its purchasing power. In other words, it costs you from \$1.35 to \$1.50 to buy what you could buy six years ago for \$1.

This, of course, is spread over everything, not just meat, which has quadrupled in price. But, after all, we have the dollars to buy the things we need even though we may have to be more careful in our expenditures.

I remember the time when my boys were going to school I could buy any pair of shoes at Christmas for them for about \$1.25. Go into a store today for shoes for growing boys or girls and you insult the dealer by asking for something under three or four dollars.

I used to buy the best round steak for two pounds for a quarter in Boston, where I worked many years ago.

This seems now like a dream and some of our people will claim that you are telling a fairy story, that it could not have happened.

Well, it did happen and that was how I was able to raise a large family and send them to college.

It is true we only received 12 or 14 dollars a week, but each dollar was worth five dollars at today's value of the

dollar. We must carry on and while the clouds look heavy over us, the banks of the nation have more money than they ever had.

As a matter of fact they don't know what to do with the money. They don't care whether you give them your small savings account or not. I remember the time they solicited your bank account. But even in the face of all these seemingly discouraging conditions, our nation, our form of government excels any other government or nation of the world.

We can say what we like in our printed material within the law. We can go to any church we desire or we can stay away from church. We can denounce or praise the politicians and criticize them. We can refuse or give our support to any candidate for public office.

We are not driven like cattle to the polls and advised we have only one ticket or one man to vote for. This is the condition in Russia. In addition to this we are feeding starving multitudes of Europe and Asia, but above and beyond all, we are carrying through our hopes and desires and in advocating our form of freedom, we are bringing hope and courage to the suffering peoples of the world.

In other words, we are the light and inspiration of the crushed, down trodden multitude of human souls scattered throughout all the one-time prosperous countries of Europe and Asia.

We have much to be grateful for on the beginning of this New Year. It is very true that labor has had its serious setbacks during the past year.

We expected this because labor had

reached a very high position in the affairs of our country and it is in accordance with history and evolution that labor would have some setbacks. I am just as confident as I ever was of anything in my life that labor will overcome those setbacks and will emerge victorious before many years from the cut-throat efforts of the crooked, insincere political office holders who are controlled and manacled and influenced and protected, as well as financed, by the mob who hate labor because of the things that labor has done.

I recently read in the papers where a large national corporation had declared a stock dividend amounting to four times as much as the original stock cost the purchasers and also had declared a substantial cash dividend.

In other words, those who invested in that corporation originally received back about ten times more than their original investment and they still retain their stock at very much increased value.

This same corporation has fought labor unions all during its history. It crushed its workers. It forced them on strike. It starved them to death while they were out of work, and on one or two occasions eventually forced them back through the starvation of their families, and those workers had to accept the conditions laid down by a board of directors and by a management which was controlled by the banks, who in turn were controlled and influenced by Wall Street.

I have more than once written that I am not opposed to honest capital and we have considerable honest capital and honest business men, but I am opposed to the gougers who are never satisfied with decent profits and who believe in crushing the rights and destroying the liberties of their employees.

Those are the men representing large financial institutions who will eventually bring about, if they keep on in their madness, the destruction of our free enterprise and our free form of government. When that time comes there will be nothing left except Communism, which will chop the heads off the leaders of capital as they have done in Russia and elsewhere.

Our struggle must and will go on until we have changed the opinions of stupid employers to a reasonable way of thinking, until we change those enemies into a sensible, God-fearing way of thinking and treating their fellow men with justice, recognizing that the labor movement is here to stay.

We don't want to take over government at this time, but if they pass any more laws similar to the Taft-Hartley legislation the time is coming when a great multitude of the toilers of the nation, backed up by sensible business men, may begin to attempt to lay the foundation of a movement that will eventually take over government. If 97 per cent of the people are toilers or workers, why, then, should three per cent of the people be allowed to control finances and government?

We should be and we are grateful for many things during the past year. We have gone through a great convention of the International Brotherhood of Teamsters. We have reached the highest membership in the labor movement, averaging almost one million paid-up members. We have in convention made laws to govern our International Union for the next five years.

Here and there where wrongdoers started up we have removed them from power and from influence amongst our membership.

We have almost completely stamped

out radicalism within our unions. A grandstander and the fellow who played to the galleries in the past year in more than one instance has been proven a failure and has been replaced by a more sensible representative.

A great many things that happened to us during the past year have strengthened us and given us courage to carry on and, as I have attempted from time to time to point out in these columns, I now say to you and predict that labor will overcome the dense clouds that are now darkening its pathway.

It may be two or three years or more, but eventually it will overcome its enemies because the arguments and the foundation for the enemies' attack are based on sand and injustice, and I predict that labor will surely come out stronger at the end of this period of persecution, yes, stronger than it ever was before.

My fellow members and my asso-

ciates and your families, let us promise ourselves that at the beginning of this disturbed New Year of 1948, when suffering, poverty and hunger prevail so extensively throughout most of the civilized world that we will keep before our minds first the blessings that we enjoy through our form of freedom. That we will pledge ourselves to support our union and our duly elected officers and that we will drive from our meetings and our midst those enemies of free government and free expression who may creep up amongst us during the coming year. That first, last and all the time we shall remember we are Americans and that we have it within our power to change any law and any government through that God-given right, the right of free men, the franchise, the ballot box.

I wish all our members and their families a happy, prosperous, peaceful and contented New Year.

Tobin Cherishes Confidence of Members

By DANIEL J. TOBIN

I cannot say and I will not say that I am above human feeling or that I do not appreciate the confidence reposed in me by our membership.

After all those bitter struggles in the years that are past, when we were endangered by our enemies both financially and physically, and when our organization was struggling for its right to exist; I repeat, that after all those years, I have been fully repaid by the confidence reposed in me at the recent convention held in August in San Francisco where nearly 2,000 delegates, representing almost one million paid-up members, arose in a body and without a dissenting voice insisted that I represent them again for another term, if God in His justice permitted me to live.

That is more than money can buy.

Salaries and other considerations could not be one-tenth as important as to know that after all those long and weary years I was again chosen unanimously by the entire membership to continue in the office which I am now holding and which I have held for so many years in the past.

That is one great recollection and consolation which I shall always cherish of the now passed away year of 1947.

No other labor official has had the distinguished honor from his people as I have had, which is that since I was first elected in Boston in 1907 no member has ever been a candidate against me, or maybe that no one wanted the job. That kind of confidence is something to be grateful for, something I am proud of.

Trustees Appointed Reluctantly

Appeals from Membership Usually Precede Action

THE International Union does not like to be compelled to appoint a trustee over the affairs of a local union. We are, however, compelled to do this by the constitution of the International whenever, in our judgment, it is necessary to do so for the protection of the general membership of the local union.

We hardly ever appoint a trustee over a local union unless we have appeals from the membership requesting us to make such an appointment in order to see to it that the affairs of the union are conducted as they should be.

The International Union, after it appoints a trustee, gives him the power and responsibility conveyed to the International by the constitution, which has been drafted and agreed upon by the general membership in convention assembled.

We in the International Union, however, never handle one cent of the moneys of the local union. We pay all the expenses of the International trustee and the local pays nothing for his services.

We are very happy when we can withdraw the trustee because it is not only an extra expense to the International, but it ties up one of our men whom we need for other work.

As soon as we believe the union can handle itself and run its own affairs in accordance with law and order and in the best interest of the membership and that it is financially in a position to function, we call for an election of officers and we superintend the election under the Australian ballot and return the union to the membership.

The quicker we can do this, the bet-

ter we like it and if there is any trustee now functioning over the affairs of a union and anything like a substantial representation of the membership gives us reasons for the removal of the trustee, we shall investigate the situation. If the claims are based on facts, we will be happy and proud to withdraw the trustee and let the union handle its own affairs.

It should be borne in mind that the International Union, whether it likes it or not, is compelled to appoint a trustee over the affairs of the local union if the International Union has evidence that a trustee is needed. Before the appointment of a trustee the International Union will call a hearing of the officers and other interested parties for the purpose of finding out whether the claims and requests made by the membership for the appointment of a trustee are based on facts.

Grievances existing or complaints against the local union, the joint council or even the International Union, if such grievances are sound and there is basis for them, should be taken up first in the local union, next in the joint council, with the right to appeal further under the laws of the International Union.

All the courts within the organization should first be appealed to.

You can always get one of those hungry shyster lawyers to take up your case hoping that he may win or get some kind of a fee from you. Don't be half safe. Go through the laws of your local and International Union first and you can rest assured if your grievance or argument is based on sound principles you will be given justice.

Notify International Before Striking

Constitution Provides Penalty for Failure to Comply

MANY of our unions have been going on strike recently without notifying the International Union. This is entirely wrong. If the International president was desirous of being in any way technical, he could not only call the officers of the local union to order, but, in accordance with our constitution, the general executive board is empowered to suspend the charter of the local union.

The chances are that at the general executive board meeting to be held at the end of January, this question will come up and the general executive board may instruct the general president that the constitution must be enforced in such cases in the future, which is, in substance, that the local officers notify the general president before a stoppage of work takes place, or the intention of the local union to go on strike because of its inability to procure what they believe a reasonable or satisfactory agreement.

We are, therefore, instructing our local unions when they reach the end of their conferences and they fail to reach an agreement with their employers and when they have carried out to the letter the provisions of the law governing strikes, both state and national, that before they stop work they notify the International office and state clearly the reasons why they are compelled to take such action.

They also have the right under the law to ask for the endorsement of the International Union on their stoppage of work, but whether or not the International Union grants the endorsement of their strike, it is necessary, in fact it is compulsory, in accordance with the

constitution, that before they stop work they notify the International Union as to the causes leading up to any contemplated stoppage of work.

Recently two stoppages of work have taken place in different districts and the only account we had of the stoppages of work was when we were called upon by newspaper reporters, who asked us what we knew about it and if we had endorsed the so-called strike or stoppage of work.

We refused to give out this information because if we say we have not endorsed the strike we are liable to weaken the organization in its efforts to better its conditions, but from now on, in accordance with our obligation after our election in the convention, we must and we will enforce the constitution against local officers who refuse to do their duty and notify the International of any contemplated stoppage of work and state the reasons for such stoppage.

By unanimous vote of the convention representing nearly a million members, this constitution was adopted, and the general president and his associates have been obligated and pledged and compelled by that pledge and obligation to carry out the constitution.

Any excuse by local union officers that they were busy and did not have time or that the strike was only going to last a day or two; we repeat, such excuses are not going to be recognized in the future and the constitution will be enforced, because in nearly all trouble now that the local union gets into, the International that creates and charters the local union is involved.

Strikers Deliver Milk in Scranton

Union Opens Picket Lines to Supply Children, Hospitals

EMPLOYING unusual strike tactics, Local No. 229 of Scranton, Pa., ran 30,000 quarts of milk through its own picket lines to assure enough milk for hospitals and children in a recent controversy which tied up the dairies for eight days.

While the action weakened the position of the union in an economic sense, it aroused so much favorable public sentiment that the pressure forced the dairies to accept the union offer to arbitrate.

As a result of the arbitration, the union dairy employees of Scranton and Wilkes-Barre won a five-day week, pay increases and improvements in working conditions.

International Organizer Albert Dietrich of Pittsburgh reported the victory to International headquarters and highly praised the officers of Local No. 229 for their intelligent handling of the strike.

The work of Mr. Dietrich in the strike was reported at length and commended in the daily newspapers, which further strengthened the position of the union with the public.

The *Scranton Times* published pictures on its first page of giant tank trucks, manned by striking Teamsters, passing through their own picket lines to assure an emergency supply of milk for the city.

In this way the strikers answered forcibly the propaganda of the dairies that it was a strike against the public which would deprive children and invalids of essential food.

In fact, it was the *Scranton Times*

that exposed efforts of the employers to prolong the strike in the hope of arousing public antagonism toward the strikers.

The newspaper, after reporting the union had offered to arbitrate, further reported that peace negotiations were stalled by the absence of the leader of the employers' group.

He appeared for negotiations only one day and then disappeared, presumably under pressure of important business.

But the newspaper discovered that he had hurried to Pittsburgh to attend an antelope dinner given by a big stockholder of a Pennsylvania dairy products company. The antelope was shot in Wyoming and its meat rushed to Pittsburgh for the social event.

"Thus this employer prolonged the strike," commented Mr. Dietrich. "He deprived the citizens of Scranton of milk while he ate antelope."

Mr. Dietrich expressed the appreciation of the union for the tireless efforts of Mayor Hanlon to settle the strike. It was finally accomplished at an all-night meeting arranged by the mayor.

During the progress of the strike the mayor praised the strikers "for their fine display of citizenship and responsibility."

This helped materially in swinging public support to the side of the Teamsters and brought about a speedy and victorious settlement of the dispute for the union.

The primary purpose of a picket line is to win a strike. Sometimes it is most effective when it is elastic. Scranton proved that.

Extra! Taft Discovers Inflation

But Still He Won't Do Anything to Control It

SENATOR TAFT and the other lost sheep of the Republican party in Congress have finally done something about inflation.

They have admitted it exists.

Beyond that, we are exactly where we were before Taft made his startling discovery.

Prices are still going up. Wages are still going down because each month the wage earner's dollar buys less than it bought the previous month.

After deciding to admit that inflation exists, the Republicans in control of Congress adopted a ten-point program. They called it a program but in reality it is nothing more than a belated and confused confession of impotence.

For instance, one of the points is to "encourage those in a position to do so to save more."

What kind of nonsense is that? Doesn't Taft know that the pressing problem of the average household is not to save more, but to keep some of the money they have saved?

How is anyone going to "save more" under present conditions when a man can't stretch his pay to cover adequate food, clothing and housing?

And what steps does Taft propose to take to "encourage" saving?

To save anything at all, a family must have more income than its expenses. The average family does not have that income. It is either spending its savings for current expenses or it is sacrificing one necessity for another.

The average family is eating less food to buy more clothing or else it is sacrificing clothing for food.

Other points in the Taft "program"

call for increased production, reduced taxes, "discouraging" increased consumer credits and "eliminating waste."

Increased production is an old slogan of Taft and of his cohorts in Congress. When they abolished price control they solemnly promised that increased production would prevent prices from running wild.

We have increased production, the greatest in history. And have prices stopped climbing? They have not.

The Associated Press reported on December 1 that production by the end of the year might be \$325 billion, "a record never closely approached before and a 15 per cent gain over last year."

How high does Taft think production must go before prices will come down?

The truth is that every promise and every argument made by Taft and his supporters before they killed price control has been proven false.

They stand indicted for their words as well as their actions.

Either they knew their promises were false when they made them or else they did not know enough about economics to justify the positions of leadership they hold. In either case, they have forfeited public respect.

Yet still they cling tenaciously, even desperately, to their positions of leadership and make new promises to take the place of the old promises that blew up in their faces.

The ten-point program of Taft is no program at all. It evades the basic necessities. It lacks the honesty to admit that stringent steps must be taken and it completely ignores those steps.

Except for the extension of rent con-

trol, there is nothing in the program to offer tangible relief to the harassed American family.

And rent control alone will not stop inflation. It has not done so and it will not do so, essential though it is.

Rent control should be part of a general program of controls on prices and profits.

In the excess profits tax we had some control over profits and prices but Taft said that interfered with "free enterprise." Congress repealed that to permit industry to make and keep all the money it could filch from the pockets of the public.

Then off went the price controls and free enterprise burst into full bloom. With no control on prices and no ceiling on excess profits, inflation exploded on the public.

Yet still Taft talks of further relief for business. He wants to reduce taxes. Reducing taxes will not help the average citizen much. It will not bring meat and butter and eggs within the reach of his income. Nor will it reduce the cost of pants and shirts and dresses.

It will, however, add more billions to the profits of industry.

There is some consolation in the fact that Taft has finally recognized the need for continuation of rent control. But he hasn't done anything about it. That part of the program is postponed until some future time for consideration.

And by the time the real estate lobby gets into action, Taft may change his mind about that, as he did about his federal housing plan.

Removal of rent controls would be a tragic blow to those people who cannot afford to pay \$10,000 for a poorly constructed house worth about \$4,000.

It would permit the landlord to take more of the grocery money and inflict an added hardship on his tenants, who

are now paying far more than their housing is worth.

If Taft and his collaborators want to stop inflation they must get down to fundamentals and recognize the need for harsh remedies that will reduce the standard of profits for a handful of corporations and increase the standard of living for the mass of the people.

Prices must be stopped somewhere. They will not be stopped by "encouraging" this and "discouraging" that. It will require laws—hard, tough laws with teeth in them.

What is the alternative? A third round of wage increases and a tenth round of price increases. Then five more rounds of price increases. Then a fourth round of wage increases, with wages steadily falling further and further behind prices.

Finally, nobody can buy anything and the bottom falls out.

Prices skid, factories close and we are in another depression.

Is that what Taft wants?

Probably not. The record shows that Taft can't look very far ahead. He is a very solid citizen, particularly between the ears.

He is like Henry Wallace, chasing butterflies and hoping that the next one he catches will be the one he wants. Wallace chases his butterflies in one direction and Taft in the opposite direction.

And inevitably they collided head on. Wallace now endorses Taft, under certain conditions, for President. Taft, in confusion and dismay, wonders how that happened.

We could explain it, if he could understand it.

To put it simply, Taft has gone so far to the right and Wallace so far to the left that they have found themselves

together, both advocating policies that threaten this nation with a totalitarian government.

That may surprise Taft, the militant free enterpriser.

Does he think we can come out of another depression without a totalitarian government?

Maybe he does. He's a very solid citizen.

General Praises Teamster Paper

Editor L. B. Stanford Commended by Gen. Fleming

MAJ. GEN. PHILIP B. FLEMING, federal works administrator, has added his congratulations to those being received by the *Southern Teamster* for winning two national awards from the International Labor Press.

The awards were for typographical excellence and for a column by L. B. Stanford, the editor. Mr. Stanford fostered the paper and developed it to the point it now occupies as the official and persuasive voice of the Southern Conference of Teamsters.

Gen. Fleming's letter, containing many kind words for truck drivers as a whole, follows:

"Dear Mr. Stanford:

"Ray Kirkpatrick, our director of labor relations here in the Federal Works Agency, has brought to my attention your issue of November 12. He had marked page 7, indicating your use of the mat of me in connection with my testimony on the desirability of the 75 cents an hour minimum wage. Well, I found something much more interesting on this page than my picture.

"May I add my congratulations to those you are receiving for the two national awards you have won from the International Labor Press of America? I want to congratulate you for the real

contribution to the highway safety work by the publication of your article entitled, 'Night Courtesy on the Highway Saves Lives.'

"I know how much weight a union man gives to what he reads in his union paper. There is no more potent propaganda medium in the country and that is why I believe your article on courtesy and its part in the over-all highway safety picture is of such value.

"Time was—and not so long ago—when truck drivers were regarded as menaces by many motorists. Through the years, however, experience has taught pleasure drivers that they have no better friends on the road than the drivers of our heavy trucks.

"I think all of us can recall at least one experience where the courtesy or assistance of a truck driver has been a real help. I had not known until I saw this copy of the *Southern Teamster* how much credit for this new trend is due the Teamsters' Union and its publications.

"Let me add my congratulations to those you are already receiving because of your awards for the column and the typographical excellence of the *Southern Teamster*."

Many have thought that the improvement in labor's progress is here to stay, only to discover, when an opposition party gains control of Congress, that the same reactionary interests have been given a lease on their old methods of exploiting labor as in the old days.—*The Glove Workers' Bulletin*.

Big Mirror Moved up Mountain

Expert Teamsters Do Delicate Job for Observatory

TO A crew of expert Teamsters went the ticklish task of transporting the 200-inch mirror for the world's largest telescope on Mount Palomar in Southern California.

The Teamsters, all members of Line Drivers' Union No. 224 of Los Angeles, carted the delicate cargo 160 miles over highways from Pasadena and up the slopes of 5,600 foot Mount Palomar through fog and sleet.

The moving job was handled by the Belyea Truck Company, which, using the same crew of expert Teamsters, moved the huge Howard Hughes flying boat from the factory where it was built to the waterfront for its tests.

The telescope mirror, insured for \$600,000, cost more than \$10,000,000 to complete. It is expected to permit scientists to answer the question that has intrigued the world for many years—is Mars inhabited?

The mirror and the special trailer on which it was transported weighed 60 tons. Crews of engineers and state police accompanied the trailer and two 150 horsepower diesel trucks which jockeyed it over the highways and up the mountain at speeds of from five to ten miles an hour.

The state police blocked connecting roads and maneuvered the cavalcade through city traffic while the engineers tested bridges and anxiously scanned the delicate instruments on the trailer which recorded how the mirror was standing the trip.

The mirror had to be protected not only from jolts, but from vibration

which might have damaged it and ruined years of scientific preparation to probe the secrets of the universe.

The *Los Angeles Daily News* published a page of pictures of the big undertaking from the time that 16 extra wheels were installed on the trailer before the mirror was loaded, to the time that it was finally lifted by a crane and swung into the California Tech observatory.

One picture showed the trailer, with Floyd Green of Local No. 224 at the wheel, crossing a bridge near San Juan Capistrano, while engineers walked gingerly beside it, hoping that their calculations on the strength of the bridge were correct.

Large as was the trailer carrying the mirror, the box in which the glass was packed extended several feet on each side, completely blocking both lanes of the highway and severely testing the skill of the drivers of the trailer and of the trucks which pushed it up the side of the mountain.

Secretary-Treasurer H. L. Woxberg of Local No. 224 reported with pride the successful conclusion of the job. He said that the trailer was the largest piece of equipment ever used on California highways.

The Belyea company specializes in tough and unusual jobs. Its slogan is—"If we can't move it, it can't be moved."

The telescope mirror could be moved, carefully and scientifically, and a crew of expert craftsmen from Local No. 224 did it!

Twenty per cent of the 46 million families in the U. S. had incomes of less than \$1,000 in 1945.

Pennsylvania Unions Plan Campaign

Aim to Defeat Men Who Voted for Taft-Hartley Act

PRESIDENT F. L. ALEXANDER of Local No. 564 of Meadville, Pa., writes to ask the International to recommend a program by which Pennsylvania locals can defeat certain congressmen who are enemies of labor.

Under the Taft-Hartley Act, we cannot advise local unions how to defeat specific congressmen or senators. We cannot even mention the names of our friends or our enemies running for Congress, according to the advice of attorneys.

Mr. Alexander would like to have his local cooperate closely with Local No. 261 of New Castle and Local No. 397 of Erie, which are in the same congressional district. That can be done as long as no union funds are expended in circularizing the membership or mobilizing them for political action.

The hostile record of any congressman can be laid before the membership by speakers at union meetings. The members can be urged to work and vote against him.

But they cannot be urged through circulars or publications paid for by union funds. That is why THE INTERNATIONAL TEAMSTER cannot advocate the defeat or election of candidates. This publication is paid for by union funds and therefore any space devoted to political campaigning is likewise paid for with union funds and is therefore illegal, according to our attorneys.

Local unions throughout the country know their friends and their enemies in public office. Their problem is to arouse the membership and to acquaint labor voters with the records of the candidates.

They can do this by working with Labor's Educational and Political League, recently organized by the presidents of 105 international and national unions affiliated with the American Federation of Labor.

The league was formed on authority granted by the last AFL convention in San Francisco. It plans to work on a national scale, devoting itself particularly to the presidential, senatorial and congressional campaigns.

It will function on voluntary contributions of one dollar per member from all AFL unions, half the sum to be spent by the national organization and the remaining half by affiliated campaign organizations working in states and congressional districts.

If every member of the AFL contributes, almost \$8,000,000 will be available for the campaign.

In addition to working with the general labor organization locally, the three Pennsylvania Teamster locals can conduct registration campaigns among their members and friends to be certain that the entire membership of the three locals and their families are qualified to vote.

They can make sure that all the Teamsters are familiar with the record of their congressman and they can mobilize the Teamster vote in behalf of some candidate, either Democrat or Republican, who is most friendly to labor.

The three locals should establish contact so that they can work together on a uniform program and concentrate the entire Teamster vote on one candidate, instead of letting it split half a dozen ways.

Local No. 564 has already begun to

circularize its membership through voluntary contributions of the members.

One notice being sent to all members reads:

"Had enough Republican high prices and prattle about free enterprise?

"If you and your friends let the errand boys of Taft and the Republican party stay in office in Washington and Harrisburg, after the next election we will need another Abraham Lincoln to free the slaves."

Another circular reprints Finley Peter Dunne's famous Mr. Dooley comment on the open shop. This circular can be paid for with union funds inasmuch as it is educational, rather than political.

Such circulars answer the propaganda being circulated by employers to union members listing the "advantages" of the Taft-Hartley Act.

They are being mailed through the middle west to the homes of union men by the American Aggregates Corporation of Greenville, Ohio.

Obviously employers are sending in the names and addresses of their workers. The propaganda agency then distributes the circulars by first class mail to the homes of the men.

It is not necessary to detail all the information contained in the circulars describing the "benefits" of the Taft-Hartley Act to working men.

If the law did benefit working men, would employers be spending thousands of dollars to tell them about it?

Certainly not. The law benefits the employers and the employers want to keep it. They know they will lose the law if labor turns out in 1948 to defeat the congressmen and senators who enacted it.

So they are attempting to convince labor that Congress did them a favor and protected working men by its legislation restricting strikes and union organization.

Everybody knows that the Wagner Act benefited labor. But when it passed did employers write personal letters telling their workers the advantages the law had given them?

They did not! Instead they fought the Wagner Act bitterly in the courts and tried to nullify or amend it in every way possible.

They have succeeded in the Taft-Hartley Act. That's why the employers are spending their money to retain it and to make it still more severe.

Further Reduction in Cost of Surety Bonds

Further negotiations with the two companies carrying almost all the bonds on our local unions have resulted in another great decrease in the cost of surety bonds.

An additional reduction of 10 per cent over that announced in the December issue of THE INTERNATIONAL TEAMSTER has been effected, involving not only the Fidelity and Deposit Company of Maryland through the Indianapolis agent, Barton, Curle and Mc-

Laren Company, but also the American Surety Company through its Indianapolis office.

The general president and general secretary-treasurer have therefore negotiated a full 20 per cent reduction in the cost of surety bonds from the rate that had been in effect for many years.

The new rate is \$6 per \$1,000 bond with an additional saving of 16 per cent if the bond is written for three years.

Upon the result of the votes of the people this year will rest the economic welfare of the future.—*The Boilermakers' Journal*.

Los Angeles Welcomes President

President Tobin Entertained After August Convention

By DANIEL J. TOBIN

IN OUR previous issue I forgot to mention as extensively as I should that after the adjournment of the convention of the International Brotherhood of Teamsters in August, I visited Los Angeles and addressed a large meeting of our representatives in that city.

From the time I arrived there until I left the city, about five days, I received one surprise after another as to the power, strength, magnitude, influence and unity of our membership in that great city of Los Angeles.

When I first went to Los Angeles in 1913 we had about 15 members—now we have over 60,000 members in Los Angeles; every one working under a union shop agreement.

While I was there, as I usually do, I endeavored to be as helpful as I could to our people.

I participated in a conference with the managers and producers of Hollywood moving pictures relative to the renewal of an agreement.

In my judgment, our conferences were helpful and will lead to continuing good feeling and perhaps better understandings with that great industry as time goes on.

I have not changed my opinion one iota as a result of my visit and that is on the subject of the disastrous so-called jurisdictional strike which took place nearly two years ago in that great industry.

I contended in the beginning and I contend still that the jurisdictional question was incidental and came into the picture afterwards.

I do not deny that there are jurisdic-

tional misunderstandings that could and should be ironed out, but it was my opinion at the beginning, and it is my opinion now, that the strike was secretly fostered, nurtured and carefully planned and brought to a head by Communistic elements within some of the organizations.

I am sorry that it ever took place. I did my best to prevent it. At least I kept the Teamsters' Unions out of it and I endeavored by my advice and counsel to insist upon them keeping their signed contract with the producers. This we have done and this we intend to do in the future.

If we are wrong in this procedure then I must say that only those outside our organization, a very few, who have blundered and made mistakes find fault with our action.

All this was reported to the convention in August by the general president and without a dissenting voice our actions in this Hollywood situation were unanimously endorsed by almost 2,000 delegates and every expression and statement made on this controversy by the general president was sanctioned and approved. The gratefulness of our large membership was freely given for the manner in which, under great inconvenience, we kept our agreement and kept the wheels rolling against what we believed to be an uncalled-for and unnecessary strike in Hollywood in the moving picture industry.

I was sorry to leave Los Angeles. I could have stayed and enjoyed myself for many more days and weeks, but I

had to return to Chicago, Indianapolis and Washington, where matters of a serious nature were awaiting me and after three weeks spent back east of the Rocky Mountains I had to return again to San Francisco to participate in that all-important convention of the American Federation of Labor, which opened around October 1.

To our Los Angeles membership and

its joint council, composed of able, honest, sincere, hard-working representatives, I express my own personal thanks and the appreciation of the International Union for the generous reception they gave, not to Dan Tobin the individual, but to the general president of the International Union, whose position you so generously and graciously respected and honored.

Three Expert Arizona Truck Drivers Honored

Three members of Local No. 274 of Phoenix were presented with awards by the Arizona Motor Transport Association last month for driving 17 and 20 years without an accident.

R. L. McAdams, driving for the Chambers Transfer and Storage Company, received the award for 20 years of perfect driving, while Claude G. Payne of the Hopper Truck Lines and

Ben R. Treadway of Pacific Freight Lines received 17-year awards.

Presentations were made at a meeting on December 6 attended by officials of the state and of the transport association.

George Sebestyen, secretary of Local No. 274 and president of Joint Council No. 71, attended the meeting and was one of the principal speakers.

Milk Drivers Help Paralysis Campaign

March of Dimes cards for the fight against infantile paralysis are being distributed in Minneapolis by the milk drivers affiliated with Local No. 471, Secretary-Treasurer Gene Larson reports.

"We are very proud of our members who are willing to assume this tremendous amount of extra work in an effort to help the many unfortunate children and adults who are stricken by this dreadful disease, which leaves twisted or dead young bodies," Mr. Larson said.

"We are dedicating ourselves to help

those unfortunate ones and to help carry on the project founded by our beloved leader, Franklin Delano Roosevelt.

"Last year, as you may know, our boys carried on the same campaign for the Sister Kenny Foundation and as a result, turned in over \$23,000 to the Kenny Foundation."

Mr. Larson expressed the hope that all local unions would cooperate fully in the March of Dimes campaign. The International expresses the same hope. It is a worthy cause and a fitting tribute to a great leader.

Courtesy is a rule of the road that is accepted by all of us in principle—but a rule which is forgotten at times in practice. In fact, we may go for years without getting so much as a fender scratch, but in one lapse of caution tragedy can strike fast. To keep out of automobile accidents requires constant vigilance. Take care—lest you become careless. Your safety depends not on chance, but on courtesy and carefulness.—*Southern Teamster.*

Trucks Handle Huge Moving Job

Hundreds of War Buildings Carried to College Campuses

By MAJ. GEN. PHILIP B. FLEMING
Federal Works Administrator

A PEACETIME "Red Ball Express" has been rolling over the nation. Not as spectacular as its wartime prototype but equally effective, this nation-wide motor truck convoy has been a powerful factor in providing adequate educational facilities for thousands of service men and women who otherwise could not have enrolled in colleges and universities under the G-I Bill of Rights.

Just as the Red Ball Express hauled vital fuel from the Normandy beachhead to the fast moving divisions liberating France, so this peacetime trucking operation has hauled badly needed surplus government buildings from naval and military installations to the campuses of hundreds of colleges and universities throughout the country.

More than 30,000 loads of dismantled structures, some taken intact, have been hauled by truck for a total of over 12,000,000 trucking miles.

The Veterans' Educational Facilities Program, administered by the Bureau of Community Facilities, Federal Works Agency, was made possible by Congress in the summer of 1946, at which time \$75,000,000 plus balances of Lanham Act funds were provided to finance the dismantling, transportation and re-erection of government surplus buildings on college campuses.

Educational institutions all over the nation had reported extremely congested conditions due to heavy veteran enrollments and the need for classroom, laboratory, cafeteria and other space had become acute.

George H. Field, commissioner of the

Bureau of Community Facilities, and his staff went to work on the problem of securing suitable surplus structures, transporting them and re-erecting them at college sites.

The United States Office of Education first had to make a study of the need in various institutions, and report the requirements. Then came the difficult job of finding suitable buildings for college use and obtaining their release from the War Assets Administration. The best method of transportation had to be considered, with special reference to the difficult problem of re-erecting the structures on new sites.

The program began without fanfare late in August, 1946. The question arose as to the best method of transporting the buildings from the original site to the college campuses. In hundreds of military and naval installations all over the country, these buildings were standing—barracks, mess halls, recreation halls, chapels. Each case presented its special problems. In some cases the buildings were to be moved intact. In others they were to be cut in sections and hauled. In still others they were to be cut into panels.

The advantages of site-to-site hauling became immediately apparent. As a result, approximately 90 per cent of the buildings were hauled by truck.

The following tabulation gives some figures on truck utilization in the first year of the program:

Division No. 1, Connecticut, Maine, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, Ver-

mont, 1,623 loads; average haul 150 miles.

Division No. 2, Delaware, District of Columbia, Maryland, Ohio, Pennsylvania, Virginia and West Virginia, 5,260 loads; average haul, 156 miles.

Division No. 3, Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, Tennessee, 6,162 loads; average haul, 275 miles.

Division No. 4, Illinois, Indiana, Kentucky, Michigan, Wisconsin, 3,150 loads; average haul, 300 miles.

Division No. 5, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, 2,403 loads; average haul, 174 miles.

Division No. 6, Arkansas, Louisiana, Oklahoma, Texas, 7,200 loads; average haul, 175 miles.

Division No. 7, Arizona, California, Hawaii, Nevada, 3,053 loads; average haul, 72 miles.

Division No. 8, Alaska, Idaho, Montana, Oregon, Washington, 1,400 loads; average haul, 65 miles.

Division No. 9, Colorado, New Mexico, Utah and Wyoming, 1,286 loads; average haul, 126 miles.

All in all this totals 6,307,400 miles of one-way hauling, and, as each truck made a round trip, more than 12,000,000 miles of truck hauls were involved in the transportation of surplus buildings to the campuses of over 1,690 universities, colleges and junior colleges.

Truck hauling proved its effectiveness over and over again, according to the division and project engineers of the Bureau of Community Facilities, who were close to the on-the-scene phase of the program.

Ingenuity played an important role in the transport of surplus structures to schools in widespread localities.

In Division No. 1, 1,623 truck loads were hauled without incident. FWA

division officials estimated that more than \$100,000 worth of business went to the trucking industry during this operation. The availability of trucking service greatly facilitated the program.

"Site-to-site transportation was an especially helpful factor," Division Engineer William D. Jones said. "It speeded deliveries, minimized handling, breakage and damage and permitted an orderly and efficient flow of material. Trucks were also used to great advantage in hauling buildings loaded on trucks and ferried from islands in Boston harbor and Portland (Maine) harbor to the mainland."

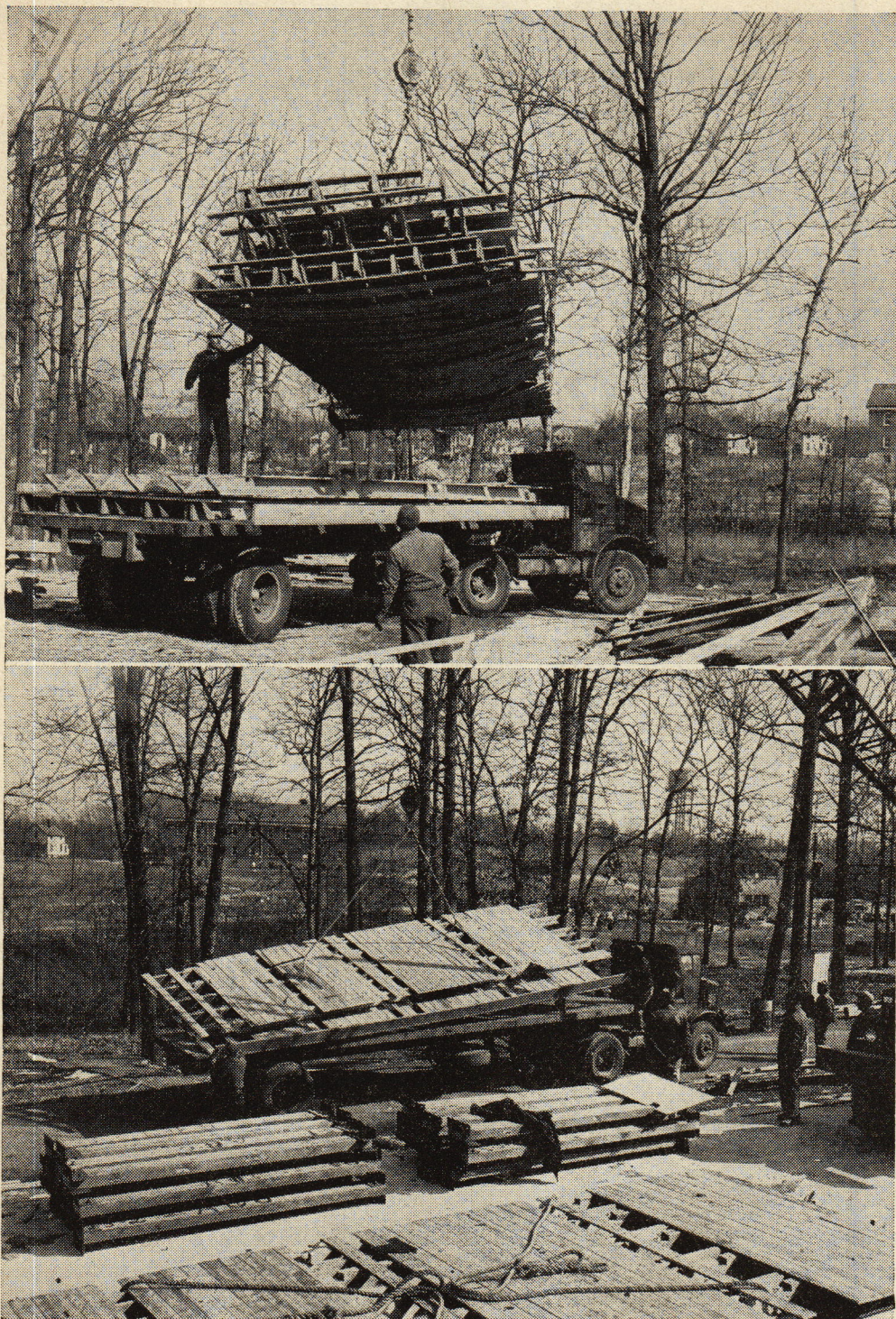
Division No. 2 reported that truck hauls permitted the transportation of roof trusses without dismantling, greatly expediting re-erection. All district engineers reported that the use of trucks in transporting buildings from the demount site was economical and effective, according to Henry J. Sullivan, division engineer.

From Division No. 3 came an interesting report of using truck convoys to transport surplus structures.

"There were 468 truck loads which were loaded at the site by the demolition contractor and unloaded at the destination by the trucking contractor," Oliver T. Ray, division engineer, reported.

"This movement was made by convoys using sufficient units to transport all buildings for each project at one time. The trucking companies furnished mobile cranes to unload and properly stack dismantled buildings on the school campus.

"To accomplish this work as economically as possible and to use the mobile cranes to the best advantage, the contractor completed this work by states. In other words, the buildings were dismantled for each state before trucking commenced and all projects in each



MOVING TIME—Here are some of the thousands of wartime buildings being moved by truck to college campuses throughout the country in a gigantic reversion project. The job required more than 30,000 truckloads of dismantled buildings.

state were completed by continuous trucking operations so that cranes could be moved from point to point within a particular state. This method was used throughout the seven states comprising Division No. 3.

Division No. 4 reported moving over 1,000 buildings in 3,150 truckloads. Most of these loads represented a round trip of approximately 600 miles with about 100 loads averaging a 1,000-mile round trip. Truck mileage since the program began is estimated at 1,922,400, not counting the thousands of additional miles used in transporting equipment.

R. C. Ashton, Division No. 4 engineer, recalled an incident when a problem arose in the hauling of 124-foot clear span trusses which were 14 feet high from Vincennes, Ind., to Northwestern University at Evanston, Ill. The trusses were cut into six sections approximately 21 feet long and were transported in a 14-truck convoy. Because the trusses were 14 feet wide, special routing of the trucks was required.

"The entire trip had to be a daylight haul," Mr. Ashton said. "It was escorted the entire distance by state highway police. The convoy left George Field at 4 a. m. and arrived at its destination at 6 p. m. To have used any other means of transportation would have meant much more complete dismantling of these trusses.

"A similar instance was the sectionalizing of nine buildings at Romulus Field and transporting them by truck to Kalamazoo, a distance of approximately 100 miles. This required prearrangement with the state highway department and the state police, as this movement could only be made on certain days of the week when traffic was light and necessary highways could be closed to other transportation. These

nine buildings were moved in about 50 loads."

In Division No. 5, according to Division Engineer C. W. Anderson, 1,800,000 square feet of building space was transported in 2,403 loads by trucks, truck tractors and semi-trailers. The average haul was 174 miles.

Mr. Anderson also pointed to instances of ingenuity. A barracks building was cut in two sections and placed on semi-trailers for movement from Coffeyville to Pittsburg, Kan., where it was unloaded on foundations already constructed.

Another example: hospital buildings were cut in quarters and moved 235 miles from Coffeyville to Manhattan, Kan., and placed on prepared foundations.

In Minnesota, large two-story buildings were moved in sections from Wold Chamberlain Field, crossing the Mississippi river, detouring around vertical obstruction and unloaded on prepared foundations on the University of Minnesota campus. In the Black Hills section of South Dakota, buildings were cut in sections, placed on special axles and pulled by tractor from Igloo to the South Dakota School of Mines at Rapid City.

"To move these buildings," Mr. Anderson said, "it was necessary to build fords across streams and raise approximately 100 rural electric and telephone lines. In addition to the tractor power, a winch truck was the pilot, and was used for additional power on steep grades and to cross streams.

"At night moving crews camped at prepared sites off the highway and drove heavy steel stakes in the ground with cables attached to the buildings to prevent damage by high winds or unusual storms. The highways were protected through precautions taken by the con-

tractor. No wheel carried more than 1,000 pounds, a load less per wheel than is carried by a medium weight automobile."

A special plan was used to haul buildings in Division No. 6 which proved efficient. Thirty-two buildings were transported from Camp Barkley, Texas, to Texas Technological College at Lubbock. These buildings were re-erected as 29 buildings. The direct highway mileage from Camp Barkley to Lubbock was 164 miles. However, in order to permit transport of buildings in large sections an indirect route of approximately 220 miles was employed by the hauling contractor. By hauling these buildings in large sections the cost of re-erecting was materially reduced and the quality of the re-erected buildings was considerably better than in the case of panelized buildings.

"It is believed that the ingenious means of transportation employed in this project resulted in a considerable saving to the government and also resulted in improved quality in the re-erected buildings," Division Engineer W. H. Sindt reported.

Division No. 7 reported a total of 221,660 truck miles traveled in the hauling of 3,053 loads of surplus government structures. The operation was similar to that in other parts of the West. Large buildings were divided into six sections and transported in this manner, creating savings in disassembly and reassembly costs, according to Division Engineer Wright L. Felt.

L. R. Durkee, engineer of Division No. 8, reported moving several buildings intact. In these cases, when the building was not too large, it was mount-

ed on dollies and rolled directly to its destination. In most cases, however, the buildings were cut into suitable lengths, mounted on dollies or lowboys and were hauled by trucks to the re-erection sites.

A case was cited in Division No. 8 where surplus buildings were transported from the Mouat and Benbow mines at an altitude of 9,000 feet. Over dangerous roads the buildings were hauled by truck six to seven miles down grade to a level of 2,500 feet without mishap. In another case in the same area, a load was hauled 450 miles without undue inconvenience to conventional traffic and without accident.

An outstanding case of transportation of a building intact is reported from Division No. 9. A gymnasium building totaling 12,253 square feet is scheduled to be hauled 70 miles from Fort Sumner to Portales, N. M. Estimated to weigh 184 tons, the gymnasium is to be moved at four miles per hour across country, suspended from airplane bomber landing carriages and hauled by nine trucktractors on a prepared roadway of landing mats.

Thus it can be seen that the motor truck has played a vital role throughout the entire program. Trucking proved an economical method of operation and resulted in the structures arriving at their new sites in excellent condition for re-erection. Thousands of GI's who otherwise would not have found accommodations at colleges and universities are now enrolled, thanks to the additional classroom, laboratory and cafeteria space provided by the program. And the motor truck played a vital part in the job.

The organized Broom Makers have fought hard for living wages and conditions and our standard of living. We ask all organized unions to help in our fight to stop the flow of non-union Mexican and Cuban brooms on the American market.—*Monthly Letter, International Broom and Whisk Makers' Union.*

Teamsters Lead Southern Drive

The Teamsters lead all AFL unions in the southern organizing drive which has added 425,000 members to the federation from June, 1946, to August, 1947, in 14 southern states, according to the report of the AFL executive council to the San Francisco convention.

Following is the tabulation showing the progress of each AFL union in increasing its southern membership:

General Over-All Membership Gain	425,000
In new locals, new shops or firms or new bargaining units.....	330,000
In growth in established locals or bargaining units.....	65,000
This figure includes new apprentices, returned service men, increased employment and other such factors.	
New Charters Issued	1,300
New Bargaining Units Established	1,800
NLRB Elections Won	1,364
NLRB Elections Lost, about	360
Specific Organization Gains:	
Teamsters organized over 200 trucking firms, estimated membership.....	10,000
District 50	7,000
Bakery and Confectionery Workers.....	7,000
Chemical Workers, 31 Charters.....	4,000
Pulp, Sulphite and Paper.....	9,000
Carpenters in construction field.....	6,500
In sawmill, furniture and general milling and wood working.....	3,500
Electricians, estimated	6,500
(Won three or four big power companies, one telephone company, rural electrification companies, balance electrical manufacturing industry.)	
Tobacco Workers	9,000
Insurance Agents	2,200
Hotel and Restaurant Workers.....	3,800
Laundry Workers	6,000
Bus Drivers	1,500
Hod Carriers and Common Laborers.....	9,000
Retail Clerks	4,200
Paper Makers	2,500
Molders	4,000
Printing Pressmen, specialty field.....	3,500
Office Employees	3,000
Meat Cutters and Butcher Workmen, estimated.....	4,500
Packing houses, retail butcher shops, meat canning, fish packing and handling; over entire territory—all closed shop and standard agree- ments.	
Operating Engineers—won great many small units, 6 to 10 members each—membership gain probably.....	3,000 to 4,000
International Ladies' Garment Workers.....	2,000
Other Needle Trades.....	3,000
Fishermen	3,500
State, County and Municipal—25 Locals—Members.....	3,500
Quarries and Mineral Mines—Various Internationals.....	4,000
Teachers—35 Locals—Members	5,000
Textile—8 elections won—members.....	6,000 to 7,000
These figures and estimates are direct reports from Internationals or estimates based on NLRB petitions filed and the Board reports on elections won.	
Oak Ridge, Tenn.—membership gain.....	5,000 to 6,500
Central Bodies organized—6 elections won—numerous local unions organized in service and miscellaneous fields—new building trades groups, and so forth.	

Million Members—Not One on Strike

By DANIEL J. TOBIN

WE HAVE every reason to rejoice on this first day of January, 1948. Out of a million paid-up members, as explained in another column, we have not one man on strike.

We have reached agreements with our employers during the past year for nearly 450,000 members.

We have averaged increases in wages equal to about \$11 a week.

This does not include vacations and shortening of hours, and overtime.

We are continuously settling up trade agreements without strikes and without any interference whatsoever from the Taft-Hartley law because our employers in most instances want to have nothing to do with it.

Rejoice then with me because millions of dollars have been added to our wages during the year 1947 and we expect to accomplish something almost equal to this during 1948, and without strikes, if possible.

WEAR THE EMBLEM OF OUR ORGANIZATION

THE CUTS
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Button, Watch Fob and Cuff Buttons

SOLD BY THE GENERAL OFFICE



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Gold Plated Buttons (Sterling Silver)	\$.50 apiece
14-K Solid Gold Buttons	2.50 apiece
Cuff Buttons	1.00 a pair
Watch Charms	2.00 apiece



All Members should have a copy of the International
Constitution and Laws. . . . Copies, 5 cents each
Order through your Local



All orders should be sent through the Secretary of the Local Union to

JOHN F. ENGLISH, General Secretary-Treasurer

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John F. English, Gen'l Secy-Treasurer

THIS IS THE PROPERTY OF THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

This is the standard union service sign officially approved for all branches of the Teamsters' Union. Order them from the general secretary-treasurer. The signs are of metal, 7 by 11 inches in size. They cost 25 cents each.